

# TO BREAK GERMAN LINES ON SOMME

Gen. Sir Henry Rawlinson Says Enemy in France Is Not Invulnerable.

IS HAIG'S RIGHT-HAND MAN

(Copyright, 1918, by the Associated Press.)  
WITH THE BRITISH ARMY IN FRANCE, October 25, via London, October 26.—Can the German line on the western front be broken?  
Next to Gen. Sir Douglas Haig, few British soldiers are in a better position to judge than Gen. Sir Henry Rawlinson, Gen. Haig's right-hand man in the Somme offensive. Rawlinson is to Haig what Sherman was to Grant, and Jackson was to Lee.  
"Undoubtedly it can," was Gen. Rawlinson's reply to the question which the whole world is asking.  
"Rawley," as he is known, has been for nearly four months directing the hammer blows of one of the armies under Sir Douglas's command. The character of each commander being impressed upon his surroundings, Gen. Rawlinson's headquarters might be recognized by the smartness of the curtains, the neatness of the grounds and the look and sharp manner of his subordinates. He is hardly the accepted phlegmatic English type, except in his bulldog tenacity, and he has all the spirit that he had as a young guardman, when he was noted for his abundant vitality, his love of sports and his professional zeal.

**Presence Meant Action.**  
Wherever young Rawlinson appeared there was bound to be action. He is still equal to putting in most of the night and all the morning directing a big operation, and then finding relaxation from the strain in a game of tennis.

In the big staff rooms on the lower floor of a chateau, which he occupies as headquarters, there is an alertness among the junior officers which is communicated from a little room upstairs, where a raised map is set on a stand. The map is the map of the Somme, and the man who receives a visitor has lost none of the alertness which distinguished him in his youth. In that little room Gen. Haig and Gen. Rawlinson have held many conferences, and the result of them seems to be invariably to attack again.  
The commander-in-chief is fifty-five and the army commander fifty-two. Officers of the same generation in the old British regular army, they have known each other nearly thirty years. They have played polo together and fought together in India, Egypt and South Africa. Now they are directing multitudes of men in the greatest battle of all time.  
There is the same good fellowship and accord that there was when they were junior officers. Both came to France at the outset of the great war. Rawlinson as commander of a division, Haig as commander of a corps.

**Offensive Planned Last March.**  
"It was last March," said Gen. Rawlinson to the Associated Press correspondent, "that the present offensive was planned. Sir Douglas and myself looked over the ground and I received orders to prepare the men and material for my part of the enterprise. Instead of undertaking a premature offensive with our unready army, it was decided to take over more from the French."

"The decision was most fortunate and a tribute to the judgment of the French that they could hold the Germans at Verdun. Not only could they hold the Germans, but they were able, after giving the enemy the severest handling he had had so far in this war, to join in the Somme offensive with result which we all know."

"They say that the Germans hoped to force you to attack prematurely last February," the correspondent suggested.  
"Nothing could better have suited their purpose," was the reply, "than to have induced us to attack before we were ready. They had thinned their lines in the east and massed their reserves in the west. Happily, owing to French tenacity and pluck, we were given time to wait for new guns which were beginning to arrive from England."

In gratifying numbers and big munition factories to start the big flow of shells. Roads and light railways had been built for bringing up the immense quantities of munitions and supplies of all kinds requisite for the attack on the fortified lines which the Germans had been nearly two years in building and for continuing the offensive once it had started.

**Had to Anticipate Losses.**  
"The wastage of life and material in so titanic a struggle must be foreseen and calculated and arrangement made for renewal. Our machine must be so organized that no contingency could throw it out of gear and that we should have everything required in abundance for the complicated business of modern war which should enable us to press any advantages gained."

"Are you satisfied with the results?"  
"Yes, we have taken position after position and 30,000 prisoners. For nearly four months this new army has kept on attacking; it has asserted its mastery over the enemy who had forty years of preparation. The dogged, heroic gallantry and tenacity of our infantry have been proved. Despite their desperate counter attacks, how few prisoners the Germans have taken! When in their eagerness our battalions have advanced too far because the resistance was comparatively light, and the Germans closed in with superior numbers, our men neither held their ground successfully or died fighting, rather than yield. This is the spirit which alone can win. Our young officers who knew nothing of war two years ago have had a schooling of the best. The ranks of those who have fallen are being filled by chosen men from the ranks, as well as from the schools at home and in France."

**Says Germans Are Tired.**  
"You have been fighting the Germans for two years, now, general; have they depreciated?" said the correspondent.  
"Decidedly. They are still a brave and skilful army, but a tired army. For the first time they have known what it was to face superior artillery fire and armies which know their lessons as well as they do. The French and ourselves fight as one army. If either develops any improvement it is shared with the other. So similar have our systems become that I never consider whether I have an English or a French army at my disposal."  
"The Germans, too, are quick to adopt any new wrinkles from us. We are all learners, even after two years of war."

"After some of our attacks, confusion in the German lines and a breakdown of the German staff organization were evident from the haste with which ill-assorted units were rushed haphazard into the front line. There was lack of cohesion on their part, and even of maps of the area to which they were sent, and this induced confusion, which sometimes cost them heavier casualties on the defensive than were cost to ourselves on the offensive."

"Gen. Skobeloff once said that in every hundred men there was a small proportion who were naturally brave, a larger proportion who would respond to leadership and training, and again a small proportion who were funks. A small proportion of the Germans have shown tenacious and defiant courage, particularly in their defense of machine gun positions. The great majority have ceased to respond to leadership with their old ardor. As for the funks who are disciplined into courage, they are the ones who have been following their natural instincts of self-preservation and holding up their hands when our men approach in their charges."

**Possible to Break Lines.**  
"Can the line be broken?"

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The shoe illustrated above is the Briton—the most popular last in the Regal line.

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"Undoubtedly it can and it will be sooner or later. All that is necessary is to keep on hammering."  
"Is this war as in every other war, victory must come as the result of moral and physical superiority continuing for a sufficient time at a decisive point. The first step is to force the enemy to defense, then superior shell fire, superior man power and relentless pressure in attack must so deplete his organization and morale that one day he will break."

"The allies in close sympathy and co-operation will keep on pressing simultaneously on all fronts until at some point the enemy gives way. It is difficult to say what the result of a break in the line might be, but it will seriously weaken his whole system of defense."

"Our army has not yet reached the zenith of its power, nor will it have done so until next spring, or possibly next summer. I think we have reached the top of the hill, but there is an undulating tableland to cross before we really get on to the down-grade portion beyond. This may be steep, it may be quite a gentle slope. But it will be downhill work and comparatively easy."

**INTERNED SHIP AIDS U-BOATS, HE SAYS**  
Willehad a Telegraph Station, According to a Member of Her Crew.

**BRITISH CAPTURE LETTER**

By the Associated Press.  
LONDON, October 26.—The following two letters, intercepted on their way to Germany, have been made public here. The first one, from Max —, 461 East 8th street, South Boston, addressed to his brother, said:  
"Dear Gustav: The Willehad sailed today. I am to stay here till the end of the war. The Willehad will act within the American three-mile limit as a telegraph station for submarines. She has four months' provisions aboard."  
The second letter was from the captain of the Willehad, named Jachens, who wrote from New London to his sister in Germany, saying:  
"I rejoice I am now here as captain of the Willehad. The Koln still lies at Boston. I am here with the Willehad on a special mission."  
"Later you will hear more from me. I rejoice that I have done something for the fatherland and that I still have more to do."

**Admits He Sent Letter.**

QUINCY, Mass., October 26.—Max Wietzsch, a machinist, employed in this city, who came to this country on the German steamer Willehad, now at New London, Conn., admits that he recently wrote a letter to his brother Gustav, who was in the German army.  
When informed of the contents of a letter intercepted in London and made public in cable dispatches Wietzsch admitted that he was the author of the letter. He refused to make any explanation of the nature of the letter in which the Willehad was to act within the

American three-mile limit as a telegraph station for submarines. Wietzsch boarded for some time at 461 East 8th street, South Boston, the address given in the letter as that of the writer. He was a fireman on the Willehad. Some months ago he came here and obtained work as a machinist at the plant of the Fore River Shipbuilding Corporation. Recently one of his eyes was injured and he has been unable to work since that time.

**Willehad's Captain Silent.**

NEW LONDON, Conn., October 26.—Capt. Jachens of the steamer Willehad, which has been tied up here since last August, denied any knowledge of the letters intercepted by the British on

their way to Germany, referring to movements of the Willehad.  
Capt. Jachens' only answer to all questions was: "I don't know anything about it."

**Carried a Full Crew.**

The North German Lloyd steamship Willehad, which took refuge in Boston soon after the beginning of the war, was taken to New London August 26 last under command of Capt. Jachens and was tied up at the pier of the Eastern Forwarding Company, the American agent for the German submarine merchantmen. The Willehad was said to carry a full crew of German sailors, some of whom were de-

clared at the time to have been recruited from other ships. The wireless on the Willehad, as well as on all other German and belligerent vessels in American ports, was dismantled and sealed by customs officers soon after the beginning of the war.  
The steamer Koln, also owned by the North German Lloyd, reached Boston from Bremen August 11, 1914, after eluding British cruisers in the Atlantic. The Koln is still tied up at Boston.  
The Willehad at New London was taken to a prepared dock on which the Eastern Forwarding Company had erected, under rush orders, after the arrival of the submersible Deutschland at Baltimore, a corrugated iron shed about 400 feet long by twenty-five feet wide, with the end of

the pier enclosed by a high fence joined on to the office of the company. Capt. Hirsch, former master of the North German Lloyd liner Neckar, was brought from Baltimore and placed in charge of the property.  
The Willehad, as she now lies, is made fast to cluster piling fifty feet away from the dock, her stern hard against the bank of the Thames river. Her wireless is sealed. Between the ship and the dock is space of about fifty feet intended for the reception of the expected Bremen or other ships of the submarine merchant fleet. To shut out possible view or interruption of the loading and unloading process of the merchant submarines, a floating gate, thirty feet high, has been constructed, made fast to piling at the bow of the Willehad, and so designed that

when closed the space between the ship and the dock is completely closed in.  
The piling under the pier on which the shed is built, as well as the piling to which the Willehad is made fast, is said to have been wired under the water to prevent, it was explained, possible damage to a merchant submarine by being coming up to it under the docks. These wires are electrically connected with a gang in the office of the company.  
The crew of the Willehad is doing all the work around the docks and piers of the Eastern Forwarding Company, including that of watchmen. It is also said in New London that the sailors will be used to discharge and load cargo of any merchant submarines which may arrive in the future.

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